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ANNUAL REPORT
of the
MEDICAL OFFICER OF HEALTH.

PORT HEALTH DISTRICT
of
PRESTON.

FOR the Year 1949.

Port Health Administration.

PORT HEALTH DISTRICT.

As in 1948 Annual Report.

(1) Amount of shipping entering the Port.

During the year under review two thousand, one hundred and eighty one ships, of which one hundred and eighteen were foreign, entered the Port. The details showing the tonnage, classification, etc., coastwise and foreign, and the method of propulsion, are given in the following table:-

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DETAILS OF SHIPS ENTERING THE PORT.

	Number	Tonnage	Number Inspected		Number reported to be defective.	Number on which defects were remedied.	Number of Vessels reported as having, or having had, Infectious Disease on board.	
			By the Med. Officer of Health.	By the Sanitary Inspector.				
Foreign	{ Steamers ...	118	104484	10	118	48	30	-
	{ Motor ...	22	8234	-	22	10	6	-
	{ Sailing ...	-	-	-	-	-	-	-
	{ Fishing ...	-	-	-	-	-	-	-
Total Foreign	...	140	112718	10	140	58	36	-
Coastwise	{ Steamers ...	2063	734722	-	611	190	98	-
	{ Motor ...	366	98737	-	150	34	25	-
	{ Sailing ...	-	-	-	-	-	-	-
	{ Fishing ...	-	-	-	-	-	-	-
Total Coastwise	...	2429	833459	-	761	224	123	-
Total Foreign and Coastwise	...	2569	946177	10	901	282	159	-

(ii) Character of Trade of Port.

(a) Passenger Traffic.

Whilst Preston is not an Approved Port for the landing of passengers, during the year 6 British and 26 Alien passengers were landed. The British were mainly tourists making 'round trips' on vessels carrying Esparto Grass from North African Ports and they were all medically examined by the Port Medical Officer of Health before being permitted to land. The Aliens were students from the continent who were proceeding to England for educational purposes.

(b) Cargo Traffic.

The principal imports are cement, cattle, coal, cork, iron and steel, motor spirit, potatoes, potash and phosphate, pit props, timber, stone chippings, wood pulp, esparto grass, grain, oil seeds, china clay, vehicles and general cargoes. The principal exports are coal and coke, pitch, tar, machinery, vehicles, petrol, bitumen, oils, scrap iron and bricks.

(c) Foreign Ports from which vessels arrived.

Vessels carrying the above-mentioned imports arrived chiefly from the following foreign ports:- Arzew, Arendal, Bremen, Bone, Brahestad, Ceuta, Chettam (N.B.), Christiansand, Casablanca, Digby, Emden, Georgetown, Gothenburg, Geffle, Hamburg, Hernoesand, Halmstad, Helsingfors, Karlstad, Kristinehamn, Kemi, Kalmar, Karlskrona, Kotka, Koping, Lubeck, Larvik, Ljuene, Massaluis, Montyleuto, Nemours, Oran, Oslo, Paimboeuf, Raumo, Rotterdam, Skoghall, Sundsvall, Skien, Sables-d'Olonne, Sfax, Sousse, Stockholm, Tripoli, Verberg, Wismer and Algiers.

(iii) Water Supply.

(a) Source of Supply.

As in 1948 Annual Report.

(b) Hydrants and Hosepipes.

As in 1948 Annual Report.

(iii) Water Supply (cont'd).

(c) Water Boats.

As in 1948 Annual Report.

(iv) Port Health Regulations, 1933 and 1945.

(1) Arrangements for dealing with Declarations of Health.

As in 1948 Annual Report.

(2) Boarding of Vessels on arrival.

All vessels are boarded by the Port Health Inspector and some, including all foreign ships coming from 'infected areas', by the Port Medical Officer. Ships coming from areas other than those included in the Infected Area List are not visited by the Medical Officer of Health unless the Customs Officer reports an unclean Declaration of Health.

(3) Notification to the Authority of inward vessels requiring special attention.

H.M. Customs and the Pilots are in touch with shipbrokers, who have wireless and other information as to probable time of arrival. The Barge Repair Depot in the river, just below Lytham, about 9½ miles from Preston, is in telephonic communication with H.M. Customs and the Pilots.

(4) Mooring Stations designated under Article 10.

As in 1948 Annual Report.

(5) Particulars of any standing exemptions.

As in 1948 Annual Report.

(6) Experience of working of Article 16.

Warnings have at times had to be given to a few persons displaying undue anxiety to get on board before ships had been cleared.

The Customs Officer notifies the Master when boarding that no person is to board or leave the vessel until it is released under the Regulations.

(7) Arrangements made for:

- (a) As in 1948 Annual Report.
- (b) As in 1948 Annual Report.
- (c) As in 1948 Annual Report.
- (d) As in 1948 Annual Report.
- (e) As in 1948 Annual Report.
- (f) As in 1948 Annual Report.

(8) Arrangements for bacteriological or pathological examination of rats for plague.

As in 1948 Annual Report.

(9) Arrangements for other bacteriological or pathological examinations.

As in 1948 Annual Report.

(10) Arrangements for diagnosis and treatment of venereal disease among sailors under International arrangement.

As in 1948 Annual Report.

(11) Arrangements for the interment of dead.

As in 1948 Annual Report.

(12) Cases of Infectious Sickness.

There were no notifications received of cases of infectious sickness occurring on vessels during the voyage.

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(v) Measures against Rodents.

(1) Steps taken for the detection of rodent plague.

(a) In ships in the port: Enquiries are made by the Port Health Inspector and the rat-catcher as to the mortality among rats, and any undue mortality among rats is reported to the Port Medical Officer, who makes the necessary arrangements with the Laboratory of the Preston Royal Infirmary for bacteriological examination.

(b) On quays, wharves, warehouses, etc., in the vicinity of the port: Daily observation is made by the rat-catcher and in the case of any undue mortality similar steps to those detailed above are taken.

(2) Measures taken to prevent the passage of rats between ships and the shore.

All ships from foreign ports, especially those from infected areas ports, are required to place efficient rat-guards on all mooring ropes to prevent the passage of rats between ships and the shore. In the event of vessels not having the required equipment on board, rat-guards are loaned on hire, at a charge of sixpence per guard daily and a charge of fourteen shillings in the case of each loss.

(3) Methods of deratization of:-

(a) Ships: Ships are deratized mainly by traps and this may be supplemented by fumigation with HCN gas or sulphur dioxide if necessary.

(b) Premises in the vicinity of the dock or quays: These premises are subject to poison baiting with phosphorus and arsenic preparations; methodical trapping is also carried out by the rat-catcher.

(v) Measures against Rodents (continued).

(4) Measures taken for the detection of rat prevalence in ships and on shore.

A 'half-time' rat-catcher is employed in Port Health work, and the following is a summary of his work during the year under review:-

Number of poison baits laid	4875
Number of poison baits consumed	1151
Number of rats found dead	1144
Number of traps set	434
Number of traps re-set	2420
Number of rats caught by traps...	485
Number of rats submitted to the P.R.I.			
Laboratory for pathological examination.			2

(5) Rat-proofing.

(a) To what extent are docks, wharves, warehouses, etc., rat-proof:
The major part of the ground floor space in the warehouses is constructed of concrete.

(b) Action taken to extend rat-proofing: No action has been taken to extend rat-proofing of ships or on shore.

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THE HISTORY OF THE

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Rats destroyed during the year.

(1) On Vessels.

Class of rat	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sep.	Oct.	Nov.	Dec.	Total Number.
Black	25	-	-	-	18	25	21	-	-	-	-	-	89
Brown	-	-	-	-	-	-	-	-	-	-	-	-	Nil
Other Species	6	-	-	-	10	6	-	-	-	-	-	-	22
Examined	2	-	-	-	2	2	-	-	-	-	-	-	6
Infected with Plague ...	-	-	-	-	-	-	-	-	-	-	-	-	Nil

Included in the above are:- one vessel for breaking up by
T. Ward & Co., and two coastal vessels with a major infestation.

(2) In Docks, Quays, Wharves and Warehouses.

Class of rat	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sep.	Oct.	Nov.	Dec.	Total Number.
Black	104	78	102	34	95	98	79	80	125	105	56	78	1084
Brown	50	55	20	15	27	40	15	15	50	75	10	55	427
Other Species	20	15	10	5	10	6	5	5	9	4	4	15	108
Examined ...	-	-	-	-	-	-	-	-	-	-	-	-	Nil
Infected with Plague ...	-	-	-	-	-	-	-	-	-	-	-	-	Nil

Measures of Rat Destruction on Plague 'infected' or
'suspected' vessels or vessels from Plague
infected ports arriving in the Port during
the year.

No such vessels arrived at the Port during the year. This port
is not on the list of 'Authorised Ports' for the granting of Deratization
Certificates.

(vi) Hygiene of Crews' Spaces.

Classification of Nuisances.

Nationality of Vessel.	Number inspected during the year.	Defects of original construction.	Structural defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.	Number of defects remedied.
British ...	761	6	10	85	123
Other Nations	140	2	10	10	36

In accordance with instructions given by the Ministry of Health, the crews of all foreign vessels arriving from European and North African ports were medically examined before permission to land was given.

(vii) Food Inspection.

- (1) Public Health (Imported Foods) Regulations, 1937, the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives, etc., in Food) Regulations, 1925 to 1940.

During the year no action was taken under the above Regulations.

Three thousand, three hundred and sixty pounds of potatoes were surrendered to the Inspector as being unfit for human consumption.

- (2) Importation of Livestock from Ireland.

During the year three thousand, six hundred and seventeen bovine animals were landed. The veterinary inspection of all livestock arriving at the port is carried out by an officer of the Ministry of Agriculture and Fisheries. The lairage accommodates 800 cattle, and 1,600 sheep or pigs.

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(vii) Food Inspection (continued).

(3) Shell-Fish.

During the year the mussel beds, which are visited periodically by the Port Health Inspector, were only working at about half capacity and mainly from mussels shipped from Overton, Morecambe and Ireland. The beds, which are situated in the Ribble Estuary, had for some time been over-picked and consequently these beds were closed to encourage breeding.

The amount of work is at present insufficient to warrant the keeping open of the Station and it may be necessary to close the Cleansing Station unless there is considerable improvement in the mussel trade for this area.

(viii) Canal Boats.

There are now no canal boats registered with this Authority.

